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HONGKONG, TUESDAY, JULY 4, 1911.

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Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq., C. J. Lafrance, Esq.
Hongkong, November 16 1909. 1424.

THE CORONATION.

How the Colonial Troops
were Accommodated.

The Duke of York's School at Chelsea
constituted the headquarters of all the
Overseas troops (including Hongkong's
escort) visiting London for the Coronation,
with the exception of the contingent from
India, which was accommodated at Hampton
Court.

The arrangements for the accommodation
of the troops at the Duke of York's School
were admirable in every particular. Nothing
was left undone by Major-General Lord
Chelymore, the general officer command-
ing, and his staff to secure the comfort of
the troops. The interior of the school was
transformed into a sort of club with officers'
and sergeants' mess-rooms, recreation-
rooms, reading-rooms, and library. The
walls were adorned with pictures of historic
heroes and scenes of battle and battle
which emphasised the victory of British
arms. The general atmosphere was martial
but comfortable and even luxurious withal.
Outside on the old promenade ground of
the Duke of York's School boys, now
luxuriantly overgrown with grass, tents
and marquees were pitched for sleeping
and eating. In the hot days the canvas
dwellings were agreeably sheltered beneath
the overhanging branches of noble trees,
and altogether it was an ideal spot for
an encampment—cool, comfortable, and
convenient. Its convenience was
especially emphasised by the fact that
it was in the centre of London. At the
Coronation of his late Majesty King
Edward VII. the Overseas troops were
removed to the far northern region of
the grounds of the Alexandra Palace,
when, if a belated son of Empire missed
his last train, he had either to pay a big
cab fare or wearily trudge over a consid-
erable extent of Metropolitan territory.
Now he was in the midst of everything and
close to anywhere. Military discipline of
courses prevailed at the Duke of York's
School, but it was conducted with an in-
dulgent regard for the freedom of the
soldier from over the seas and the
regulations as to "leave" and "late
return" were not founded on the strict
model of British Army discipline. Indeed
Colonel G. R. Lascelles, the camp com-
mandant, vested the question of leave in
the commanders of the different contingents
who were placed in the position of judges
of what is best for the men under their
individual direction.

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Hongkong, October 5, 1908.

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|---|---------|--|--------|
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| Royal Academy Pictures and Sculpture, 1911 | 4.50 | Map of Hongkong and the New Territory | \$1.50 |
| Catalogue Illustré du Salon, 1911 | 2.25 | Map of Province of Yunnan | 2.10 |
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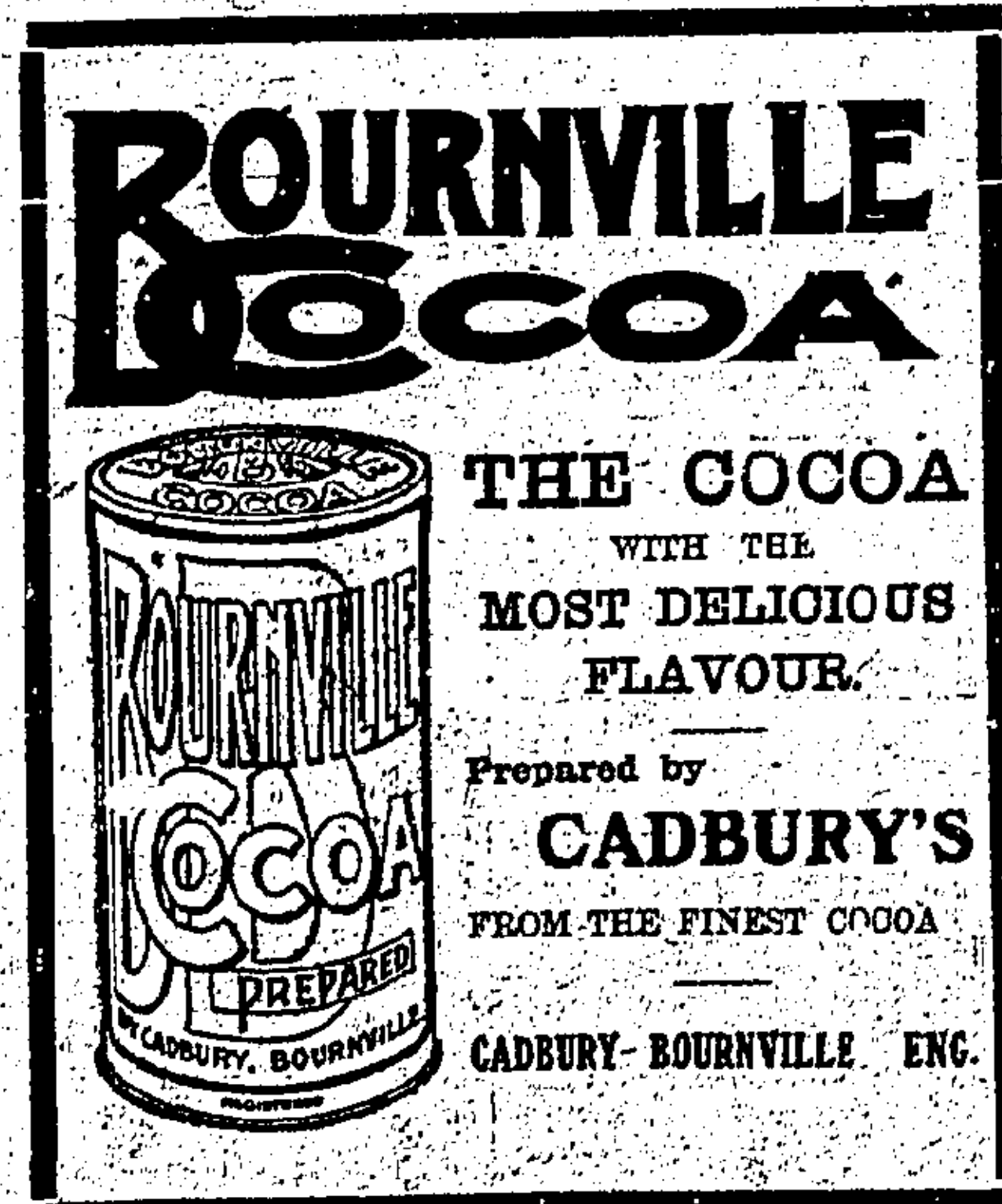
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For the Bath and All Toilet Purposes.

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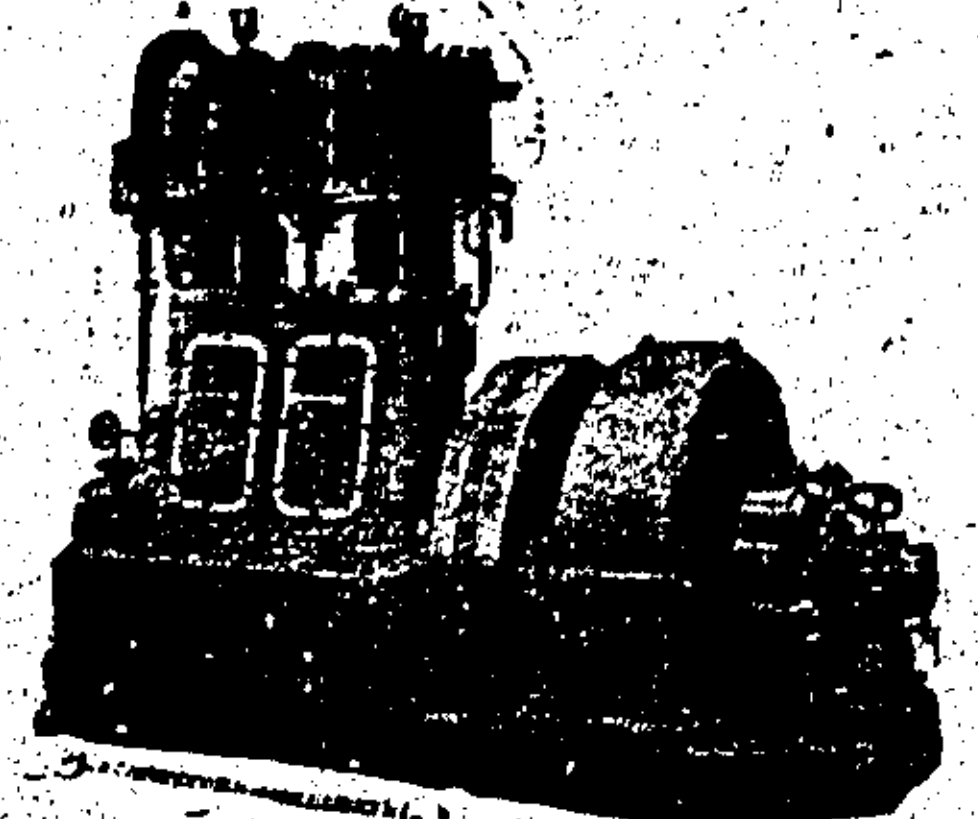
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If you like a cold drink go and get an

ICE BOX

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CENSUS LESSON.

Grave Agricultural Outlook.

Remarkable corroboration of the Tariff Reformers' claims, both as regards agriculture and other industries, is to be found in the census figures which were published in these columns yesterday. Several authorities in conversation with one of our representatives yesterday elucidated striking points dealing with this aspect of the returns.

The literary secretary of the Tariff Reform League (Mr. Graham Anderson) expressed the belief that the revelations of this year's census had certainly been anticipated by all careful students of economics, and particularly of agricultural conditions existing in this country for the past generation. "I notice that the Registrar-General," he proceeded, "deprecates drawing any conclusions from the partial figures at present available, and promises a general report on the returns which will deal with the various questions raised by the present figures. This report will be awaited with interest, but it appears hardly likely that it will in any way upset the essential facts revealed by the present preliminary draft. These facts are:—

That the increase in population has disappointed expectations and is the lowest in the census records.

The lowest rate of increase has been in purely agricultural districts, in counties, for example, like Cornwall and Devon, Norfolk, West Suffolk, Herefordshire Gloucestershire, and Shropshire.

That the practical stagnation of agricultural population in important counties is only concealed by large increases in residential districts, such as Middlesex and Surrey, or mining counties, like Northumberland, Durham, Glamorganshire, and Monmouthshire.

FROM COUNTY TO TOWN.
"Doubtless increased emigration partly explains these results, but the chief cause appears to be the decline in the birth-rate and the transference of the country population to towns and cities. The tendency revealed by the figures as they stand shows the urgent necessity of a strong agricultural policy in this country. This can only be successful when based on the policy of Tariff Reform and Imperial Preference. The only means of checking emigration and securing a steady and satisfactory increase of population in agricultural districts is a policy which will make agriculture profitable. I need scarcely point out also that with agriculture prosperous there would be less pressure of competition for work in the industrial towns.

"In regard to the population in the larger industrial centres the figures offer some curious problems. The outstanding feature is, of course, the increase in the population of Coventry, no doubt explained by the remarkable recent rise of the motor and cycle industry in the district. At the other extreme, however, we have the City of Birmingham, with an increase of less than 1 per cent. Blackburn and Preston, situated in the cotton districts, show the small increases of 2.98 and 3.65 per cent. respectively. The city of Leeds, known for its woollen goods, has only increased 3.67 per cent., and Northampton, the boot-making centre, only shows an increase of 3.61 per cent. Wolverhampton, which produces iron goods, is less than that, for it has increased but 1.22 per cent., and Worcester, the glove town, 0.92 per cent.

"It will be useful to read what the Registrar-General has to say in regard to these trifling increases in districts where, if the trade returns of imports and exports were any criterion, one would naturally expect to see a large increase in population. A curious contrast to the foregoing is to be found in the large increases reported from the various ports. Thus, the city of Hull shows an increase of 15.72 per cent., Middlesbrough 14.77, Birkenhead, 17.90, Southampton 13.50. All these increases are considerably over the average for England and Wales. It would appear from these figures, if any definite conclusion at all can be drawn, that as Tariff Reformers have always contended such prosperity may be indicated by our trade returns as is enjoyed by our importing and distributing towns rather than by our great centres of production."

A DECADE'S REVENUE IN CHINA.

The following abstract of statistics appears in the Imperial Maritime Customs report for 1910:—

| YEAR. | Foreign Trade. | Home Trade. | TOTAL. |
|----------|----------------|-------------|------------|
| Hk. Tls. | Hk. Tls. | Hk. Tls. | |
| 1901... | 10,860,900 | 6,676,674 | 25,537,574 |
| 1902... | 24,180,574 | 5,826,470 | 30,007,044 |
| 1903... | 24,064,785 | 4,475,901 | 30,530,686 |
| 1904... | 24,788,838 | 6,704,518 | 31,493,356 |
| 1905... | 27,544,295 | 7,566,709 | 35,111,004 |
| 1906... | 29,272,481 | 6,706,114 | 36,008,595 |
| 1907... | 28,147,405 | 6,713,941 | 34,861,346 |
| 1908... | 26,309,014 | 6,592,881 | 32,901,895 |
| 1909... | 28,582,377 | 6,857,540 | 35,439,917 |
| 1910... | 28,093,277 | 6,872,002 | 35,571,879 |

THE EXODUS FROM PORTUGAL.

Continuance of Anxiety.

Writing on May 25th the *Standard* correspondent at Lisbon stated:—

The situation here is unchanged. Considerable anxiety still prevails, and the general exodus of well-to-do people continues. The cruiser S. Gabriel has been despatched north to strengthen the small fleet already assembled in the neighbourhood of Oporto, and her departure has served, if anything, to accentuate the feeling of unrest in the country. Many families have brought large quantities of tinware and biscuits in anticipation of disturbances in the city of a sufficiently serious nature to necessitate a prolonged sojourn indoors. At the time of writing the situation in the north seems quieter, and many people are inclined to believe that the recent rumours, which have caused such a general commotion, have been absurdly magnified.

It is, however, quite evident from the elaborate precautions taken by the Republican authorities that some movement of a threatening nature has been causing anxiety to the Government, and the Civil Governor has threatened to employ extreme measures to suppress any riots or disturbances which may take place here during the elections. During the past two days 18 Lisbon policemen have disappeared from their posts. Searching inquiries have been made at headquarters and amongst their families, but no trace of them has been discovered. Consequently the reason of their sudden desertion becomes a matter for speculation only, and highly picturesque explanations have been proffered by an extremely nervous public.

Lisbon, May 26.
Senhor Charula, representing the minority at Braganza, who stood as an Independent, is the only candidate elected who is supposed to be a Monarchist. Three or four supporters of Senhor Alpoim's who rallied to the Republic have also been returned. At Coimbra, the directory list of candidates has defeated that of the local Republicans—*Reuter*.

ROME, May 29.
An Encyclical is officially published today, addressed by the Pope to all the Bishops of the world, strongly deploring the anti-religious actions of the Portuguese Republic; the violent expulsion of religious order; the suppression of Church holidays; of the religious oath and religious teaching; the introduction of divorce; the arbitrary action towards the Bishops of Oporto and Braga, and finally the law of separation.

The Holy See, the Encyclical says, is patient but cannot keep silent any longer as the law of separation denies even the common liberties to members of the Catholic Church. Such a law, it continues, is spoliation of property and tyrannical oppression in spiritual affairs. The Church is for ever deprived of the means of maintaining worship, the law over violating the will of testators. It excommunicates from religious associations, prohibits the publication of Church Acts, forbids religious emblems, and encourages rebellion and corruption of the clergy by pensioning those punished by the Bishops or living with women. The law, the Encyclical concludes, aims at detaching the Portuguese from the Church of Rome, and is, therefore, condemned by the Pope as being of no value against the inviolable rights of the Church—*Reuter*.

His Britannic Majesty's Ships on the China Station.

| Name. | Class. | Tons. | Guns. | H.P. | Commander. | Last report at. |
|-------------|------------------------|--------|-------|--------|--------------------------------|------------------|
| Allegory | despatch-boat | 1700 | 19 | 3000 | Comdr. Lowndes | Wahaiwei |
| Astrea | cruiser, 2nd class | 4380 | 10 | 7000 | Captain E. B. Kiddle | Wahaiwei |
| Atlas | Admiralty tug | — | — | — | Master W. West | Hongkong |
| Bramble | river gunboat | 710 | 2 | 900 | Lt.-Comdr. B. G. Washington | Hongkong |
| Britomart | river gunboat | 710 | 2 | 900 | Lieut.-Comdr. J. M. Barker | Shanghai |
| Cadmus | sloop | 1070 | 6 | 1400 | Comdr. H. Lyne | Shanghai |
| Cherub | water tank and tug | 300 | — | 300 | Master H. Smith | Hongkong |
| Clio | sloop | 1070 | 6 | 1400 | Comdr. H. R. Vane | Shanghai |
| Fame | torpedo boat destroyer | 320 | 6 | 3700 | Lieut.-Comdr. H. S. Monroe | Wahaiwei |
| Flora | cruiser, 2nd class | 4380 | 10 | 7000 | Capt. J. Nicholas | Wahaiwei |
| Handy | torpedo boat destroyer | 375 | 6 | 4000 | Lt.-Comdr. Hon. Guy Stopford | Hongkong |
| Hart | torpedo boat destroyer | 375 | 6 | 4000 | Lt.-Comdr. Hon. Guy Stopford | Hongkong |
| Janus | torpedo boat destroyer | 280 | 6 | 3900 | Lt.-Comdr. M. B. R. Blackwood | Wahaiwei |
| Keat | cruiser, 1st class | 9000 | 14 | 22,000 | Capt. S. St. John Farguhar | en route San Fui |
| Kinsha | river gunboat | 616 | 4 | 1800 | Lt.-Comdr. T. J. S. Lyne | Yangtze |
| Merlin | sloop | 1040 | — | — | Commr. B. O. M. Davy | Labuan |
| * Minotaur | cruiser, 1st class | 14,000 | — | 27,000 | Capt. Chyley | Wahaiwei |
| Monmouth | cruiser, 1st class | 9800 | — | — | Capt. L. E. Power | Hongkong |
| Moorhen | river gunboat | 180 | 2 | 800 | Lt.-Comdr. G. F. Leith | Canton |
| Newcastle | cruiser, 2nd class | 4800 | — | — | Capt. G. E. P. Hunt, D.S.O. | Hongkong |
| Nightingale | river gunboat | 85 | 2 | 240 | Lieut.-Com. C. H. Woodward | Yangtze |
| Otter | torpedo boat destroyer | 350 | 6 | 6300 | Comdr. C. L. Lamb | Wahaiwei |
| Rosario | depot ship, submarines | 980 | — | 1400 | Lt.-Comdr. N. E. Archdale | Hongkong |
| Robin | river gunboat | 85 | 2 | 240 | Lt.-Com. C. A. O. Douglas | West River |
| Sandpiper | river gunboat | 85 | 2 | 240 | Lt.-Com. E. J. J. Southby | Canton |
| Salpe | river gunboat | 85 | 2 | 240 | Lt.-Comdr. Maurice B. Leslie | Yangtze |
| Taku | torpedo boat destroyer | 350 | 6 | 6300 | Gunner E. J. Trillo | Hongkong |
| Tamar | receiving ship | 4850 | 6 | — | Commodore C. J. Byres | Hongkong |
| Teal | river gunboat | 180 | 2 | 800 | Lt.-Comdr. R. J. Buchanan | Yangtze |
| Thistle | river gunboat | 710 | 2 | 900 | Lt.-Comdr. M. B. Hamilton | Hongkong |
| Virago | torpedo boat destroyer | 355 | 6 | 6300 | Lieut.-Com. H. D. Adair-Hall | Wahaiwei |
| Waterwitch | surveying ship | 620 | — | 450 | Lt.-Comdr. Hancock | Hongkong |
| Whiting | torpedo boat destroyer | 360 | 6 | 6300 | Lieut.-Comdr. G. B. Hartford | Wahaiwei |
| Widgeon | river gunboat | 135 | 2 | 800 | Lieut.-Com. B. R. Brooke | Yangtze |
| Woo cock | river gunboat | 150 | 2 | 500 | Lieut.-Com. M. H. Wilding | Upper Yangtze |
| Woodlark | river gunboat | 150 | 2 | 500 | Lt.-Comdr. G. F. A. Mulock | Upper Yangtze |
| 38 | submarine | — | — | — | Lt. C. Godfrey Herbert | Hongkong |
| 37 | submarine | — | — | — | Lt.-Comdr. A. A. L. Penner | Hongkong |
| 38 | submarine | — | — | — | Lt.-Comdr. J. R. A. Codrington | Hongkong |

Flagship of Vice-Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief

Foreign Men-of-war on the China and Japan Station.

| Name. | Flag and description. | Tons. | Guns. | H. P. | Captains. | Last report at. |
|-----------------------|------------------------------|--------|-------|--------|-----------------------------------|--------------------|
| Kaiser Franz Joseph I | Austro-Hungarian cruiser | 4000 | — | — | Capt. Alfred Cicoli | Anoy |
| Achéron | French armoured cruiser | 1850 | 10 | 1700 | Lieut. Bertrand | Saigon |
| Alger | French cruiser | 3420 | 22 | 5100 | Capt. Delons | Saigon |
| Alouette | French gunboat | 506 | 7 | 400 | Commander Badin | Saigon |
| Argus | French river gunboat | 120 | 6 | 670 | Lieut. d'Estienne | Canton |
| Carondelet | French gunboat | 150 | — | — | — | Saigon (Reserve) |
| Comète | French gunboat | 500 | 6 | 500 | Comdr. J. Gervais | Saigon |
| Decidée | French gunboat | 645 | 10 | 1000 | Lieut. de Linares | Saigon |
| Dupetit-Thouars | French armoured cruiser | 10,014 | 30 | 20,000 | — | Saigon |
| Estac | French gunboat | 141 | — | — | — | Saigon (Reserve) |
| Esturgeon | French sub-marine | — | — | — | Lieut. Combet | Saigon |
| Fronde | French destroyer | 350 | 7 | 303 | — | Saigon |
| Henri Rivière | French gunboat | — | — | — | — | Haiphong |
| Jacquin | French gunboat | 201 | 6 | 308 | — | Haiphong (Reserve) |
| Lion | French gunboat | 500 | — | — | — | Saigon (Reserve) |
| Lynx | French sub-marine | — | — | — | Lieut. Marrs | Saigon |
| Manche | French surveying-ship | 1825 | 10 | 9000 | Comdr. Ragot de Touche | Saigon |
| Montcalm* | French cruiser | 9700 | 12 | 19,600 | Capt. Cheron | Saigon |
| Mousquet | French destroyer | 307 | 6 | 300 | Lieut. de la Roche Kerandron | Saigon |
| Olyro | French gunboat | — | — | — | Lieut. de Maistreville | Upper Yangtze |
| Pelée | French gunboat | 120 | — | — | Lieut. Puel | Tongku |
| Pistolet | French torpedo boat | 130 | 7 | 300 | Comdr. Mortenol | Hongay |
| Protée | French sub-marine | — | — | — | Lieut. Morris | Saigon |
| Redoutable | French battleship (reserve) | 9437 | 8 | 8071 | Capt. Drouot | Saigon |
| Sizy | French gunboat | 1798 | 10 | 1700 | Lieut. Seriot | Saigon |
| Taklong | French gunboat | — | — | — | — | Yangtze |
| Takou | French destroyer | 250 | 6 | — | — | Saigon (Reserve) |
| Vauban | French torpedo-depot | — | — | — | Lieut. Bihel | Hongay |
| Veteran | French torpedo-depot | — | — | — | — | Capt. St. Jacques |
| Vigilante | French gunboat | 123 | 7 | 500 | Lieut. Biscail | Canton |
| Emden | German cruiser | 3800 | 22 | 13,500 | Capt. Vollerthun | Tsingtau |
| Gneisenau | German cruiser | 11,600 | 36 | 26,000 | Captain Uslar | Tsingtau |
| Ilia | German gunboat | 900 | 12 | 1300 | Comdr. Mersmann | Shanghai |
| Jaguar | German gunboat | 900 | 12 | 1300 | Capt. Mysing | Shanghai |
| Leipzig | German cruiser | 3250 | 24 | 11,000 | Capt. Schroeder | Tsingtau |
| Luchs | German gunboat | 900 | 10 | 1350 | Comdr. Bendemann | Shanghai |
| Nürnberg | German cruiser | 3400 | 22 | 13,200 | Capt. Tigert (Karl) | Tsingtau |
| Osprey | German river gunboat | — | — | — | Capt. Lieut. Jantzen | Yangtze River |
| Scharnhorst | German flagship | 11,800 | 36 | 26,000 | Capt. Kraft | Tsingtau |
| S. 90 | German torpedo-boat | 400 | 8 | 6500 | Capt. Lieut. Heyden | Tsingtau |
| Taku | German torpedo-boat | 280 | 4 | 6000 | Lieut. Koble (Hans) | Tsingtau |
| Tiger | German gunboat | 900 | 10 | 1350 | Comdr. Luppe | Shanghai |
| Tingtau | German river gunboat | 223 | 4 | 1300 | Capt. Lieut. Graf Dohna-Schlodien | Canton |
| Vaterland | German river gunboat | 223 | 4 | 600 | Capt. Lieut. Kaatter | Shanghai |
| Calabria | Italian cruiser | 2145 | — | — | Comdr. Tommi Piconardi | Shanghai |
| Macao | Portuguese gunboat | — | — | — | Capt. Matta d'Oliveira | Macao |
| Patia | Portuguese gunboat | 700 | — | — | Captain J. Milheiro | Macao |
| Adder | U. S. submarine | — | — | — | Ensign J. M. Murray | Manila |
| Albany | U. S. protected cruiser | 3430 | 17 | 7800 | Com. Clarence S. Williams | Yokohama |
| Bainbridge | U. S. torpedo-boat-destroyer | 420 | 7 | 8000 | Ensign E. S. Root | Manila |
| Barry | U. S. torpedo-boat-destroyer | 420 | 7 | 8000 | Ensign Robt. W. Cabanis | Manila |
| Callao | U. S. gunboat | 243 | 8 | 250 | Ensign Stuart W. Cole | Canton |
| Chauncey | U. S. torpedo-boat-destroyer | 420 | 7 | 8000 | Ensign L. N. McNair | Manila |
| Chatanooga | U. S. protected cruiser | 3100 | 10 | 4700 | Comdr. John D. McDonald | Amoy |
| Cleveland | U. S. protected cruiser | 3100 | 10 | 4700 | Comdr. Hugh Rodman | Cavite |
| Dale | U. S. torpedo-boat-destroyer | 420 | 7 | 8000 | Ensign F. J. Fletcher | Manila |
| Decatur | U. S. torpedo-boat-destroyer | 420 | 9 | — | Ensign C. S. Graves | Manila |
| El Cano | U. S. gunboat | — | — | — | Lt. Comdr. William D. Brotherton | Yangtze River |
| Heine | U. S. gunboat | 1397 | 18 | 1800 | Comdr. R. O. Bidler | Yangtze River |
| Jairo | U. S. gunboat | — | — | — | Lieut. J. W. Schoenfeld | Cavite |
| Minotaur | U. S. gunboat | 170 | 6 | — | Lieut. C. A. Woodruff | — |
| Moscon | U. S. submarine | — | — | — | Ensign E. D. Whorster | Manila |
| Mohican | U. S. station ship | 1900 | — | 5244 | Ensign Robt. V. Lowe | Manila |
| Tomaddock | — | — | — | — | — | Ovite |
| Fort Greley | U. S. monitor | 4084 | 4 | 5520 | Commander H. A. Bingham | Cavite |
| New Orleans | U. S. cruiser | 3430 | 25 | — | Comdr. William G. Miller | Yokohama |
| Pampanga | U. S. gunboat | 243 | 8 | — | Lieut. George C. Pegram | Cavite |
| Porpoise | U. S. submarine | — | — | — | Ensign J. C. Van de Carr | Manila |
| Quincy | U. S. gunboat | — | — | — | Lieut. J. W. Schoenfeld | Cavite |
| Sinbow | U. S. cruiser | 3208 | 14 | — | Lt. Comdr. A. N. Mitchell | Cavite |
| Susan | U. S. gunboat | 244 | 8 | 250 | Ensign S. H. Goss | Yangtze River |
| Stargate | U. S. protected cruiser | 3150 | 25 | 17,075 | Comdr. Joseph J. Jayne | Yokohama |
| Thetis | U. S. submarine | — | — | — | Ensign Henry M. Johnson | Manila |
| Villalobos | U. S. gunboat | 374 | 9 | 500 | Lieut. W. L. Friedell | Yangtze River |
| Wilmington | U. S. gunboat | 1397 | 20 | 1834 | Comdr. W. A. Edgar | Hongkong |

* Flagship of Rear Admiral John Hubbard, Commander-in-Chief United States Asiatic Fleet.

Essential Requisites during the Hot Summer Months.

WATSON'S
PRICKLY HEAT LOTION

GIVES INSTANTANEOUS RELIEF FROM THE IRRITATION, AND EFFECTS A SPEEDY CURE. It has long held the reputation of being the most efficacious remedy obtainable. Our customers include many residents throughout India, Ceylon and Straits Settlements; besides the Far East.

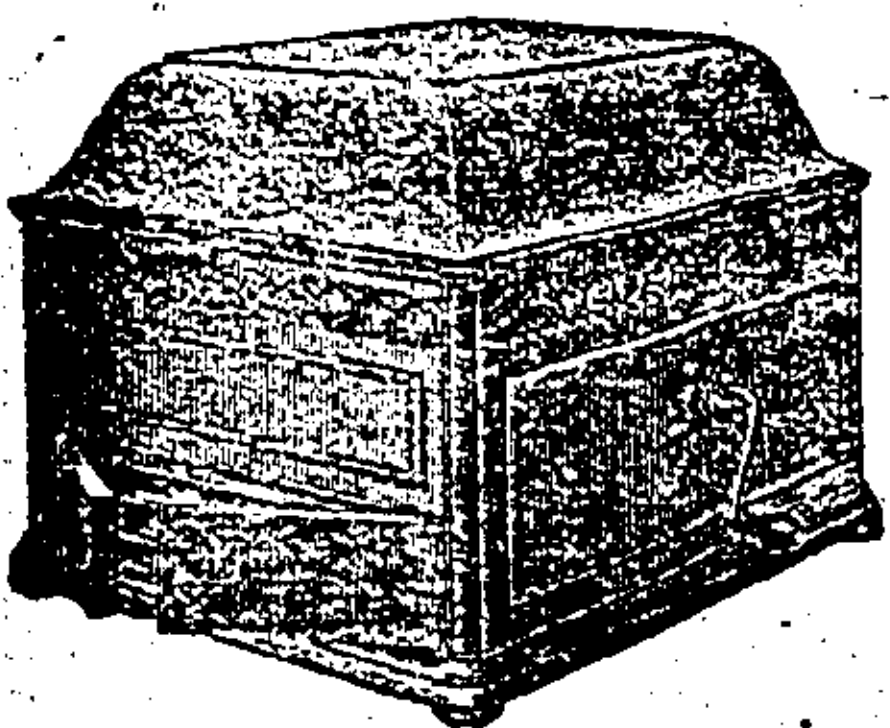
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WATSON'S
PULVOSMIDROSIS

This excellent preparation keeps the feet and armpits cool and sweet in the warmest weather, and removes the malodour of perspiration. It prevents and cures sore and blistered toes.

Price 25 Cents per Tin.

A. S. Watson & Co., Ltd.,
CHEMISTS, DRUGGISTS, PERFUMERS.
ESTABLISHED A.D. 1841.

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New
Hornless
VICTROLA X

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SOLE DISTRIBUTORS.

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VICTORIA THEATRE.

DES VOEUX ROAD CENTRAL.

7.15 P.M. to 9.45 P.M. AND
9.15 P.M. to 11.15 P.M.

THE FINEST and COOLEST
HALL in the COLONY.

ARRIVAL OF THE FAR FAMED

Australian Huxham Trio

who will make their debut

on

TUESDAY, 4th July, 1911

OVER OPERATIONS & BURLESQUE
ENTERTAINMENT.

that the future is fraught with dangerous possibilities.

One of the most urgent problems to be faced in the near future is the reconciling of the great majority of the toiling multitude with the small, but steadily increasing, class of wealthy men who control all the big industries and practically dictate the whole of the financial, commercial and industrial policies of the nation. A great jealousy has sprung up of late between the Have-gots and the Have-nots, which seems to the ordinary outsider to intensify with every passing month. The accumulation of great aggregations of riches into a few hands, and all within the lifetime of living men, is one of the most startling phenomena in the history of the United States. The problem which they will have to solve, if the nation is to continue as a cohesive whole, will be to redistribute this wealth more equitably among a larger number, in other words, to spread the base. The coloured question in the Southern States is also likely to become insistent in the course of the next decade. The negro is being steadily educated up to a standard of social and industrial efficiency which calls for different methods of dealing with him than have hitherto been adopted; while equally pressing is a restatement of Federal and State rights.

Putting all these weighty matters aside for the nonce, we hasten to congratulate our American friends upon their country's natal day, and to wish for them all the prosperity possible. There is to-day, we are glad to record, a more sympathetic and friendly feeling existing between the United States and Britain than at any other period in history. Old jealousies and misunderstandings are rapidly dying out, and the best people of both countries look to the day when it shall be an integral part of the policy of each never to engage in warfare against the other. The arbitration proposals augur well for the future, and we sincerely hope that by the time Independence Day comes round again the two nations will be firmly welded in indissoluble bonds of brotherhood and peace.

NEWS OF THE DAY.

Colonel Gourthals, Chief Engineer of the Panama Canal works, has sent a recommendation to Congress to purchase all the canal zone, possession of the entire zone being necessary in his opinion for strategic reasons.

The Kaiser, delivering a speech at a grand banquet given at New Strelitz, dwelt on the great pleasure he had derived from his visit to London and said that he was most deeply impressed with the friendship of the King and Queen.

A report has been received from Baron Kuroki, Japanese Ambassador in Paris, to the effect that owing to the Ministerial crisis in France, it will be impossible to conclude a new Treaty with France before August 4th next, when the existing Treaty expires.

A limited company has been formed in Berlin under the title of the Deutsche Import Compagnie, having for its object the import principally of German goods in Manchuria, and particularly in Harbin, and the sale of these goods both wholesale and retail. The capital is m.20,000, and the managing director is Mr. H. Dittsch, of Moscow.

A writer in a London morning newspaper describing the Peking Palace Dog Show, is evidently anxious to air his knowledge of things Chinese. "The exhibitors," he tells us, "displayed their dogs in cages fitted appropriately in Chinese character. Some of the miniature interiors were hung with decorations of Chinese embroidery and dragons, and one was a representation of Mount Fujiyama. Truly a little learning is a dangerous thing."

One of the finest Coronation numbers we have seen is that published by the Japan Gazette. The front page is beautifully lithographed in colours and bears photographs of Their Majesties, and a map of the world showing British possessions in red. The whole issue is printed on special paper and contains over a hundred illustrations in its forty pages. We congratulate our contemporary on his splendid production.

Presiding at the spring general meeting of the National Rifle Association, Lord Chelmsford mentioned there was to be a large attendance of members from the Overseas Dominions, and teams were coming to the Bisley meeting from amongst other places, Singapore and Shanghai. This year the Middle Sunday Service would be preached by the Bishop of Singapore (the Right Rev. C. J. Ferguson), who in 1904 was the first to read the King's Prayer.

NEWS OF THE DAY.

H.M.S. Waterwitch took part in the Coronation celebrations in Penang. She was to sail for Singapore on 24th inst.

In the billiard match fought on even terms between Gray and Inman the final scores were—Gray 10,000, Inman 7,521.

The departure of H.M.S. Monmouth for Wei-hai-wei will be delayed until Thursday on account of the bad weather.

The North German Lloyd of Bremen, which has suspended the extension of the fleet for several years now, has just ordered two new freight steamers of a capacity of 11,000 tons each from the Vulcan Works at Bremen. The new steamers will be placed in the Australian service.

An Indian was fined \$3, at the Magistrate's today, for allowing his goat to obstruct a tramcar at Quarry Bay. Defendant denied that the goat belonged to him and a called witness to say that it belonged to him (witness) but the latter declared that it belonged to defendant.

The Chamber of Commerce of Denver U.S.A., has decided to invite Admiral Togo to visit the city and has asked Mr. Bennett, Japanese honorary Consul there, to communicate with Admiral Togo through Mr. Uchida, the Japanese Ambassador. The Chamber adds that, if Admiral Togo will visit Denver, the people of Colorado will be delighted.

For his early opera the late Sir W. S. Gilbert was paid five guineas a night during the run. He received \$2,000 for his third share of Ruddigore, the least monetarily successful of the Savoy cycle. In 1891 proceedings in the Court of Chancery revealed the fact that he had already cut up £180,000 between himself and Sir Arthur Sullivan.

The Chinese Imperial Post Office has just imported 100 strong serviceable bicycles for the use of the letter carriers to ensure quick and regular delivery of mail matter throughout the Postal District. They are painted in Imperial green and were specially constructed for the I.P.O. There are already 80 bicycles in use now for delivery purposes.

In the international shooting competition at Shanghai, the English team was first. The scores of the first three teams were:—English, 544; Swiss, 243; Irish, 232. The English team was:—Capt. E. L. M. Barrett, Messrs H. W. Daidy and T. E. U. Aldridge. Captain E. L. M. Barrett was the winner of the High Gun prize with a total of 83 points, the next highest scorers being G. Kingsmill (Irish) 86, and W. Brand (Swiss) 83.

During the height of the recent great thunderstorm in London, extraordinary scenes were witnessed at Bostock's Jungle, at the White City. Several pumas, infuriated by the thunder, attacked and mauled a lady trainer. The latter was eventually rescued by circus attendants armed with crowbars. The struggle between the savage animals and the human beings was witnessed by crowds of persons who had pressed into the pavilion to escape from the torrential rain.

The Hamburg-American Line, for which a fast turbine steamer of 50,000 register tons goes is under construction at the Hamburg branch of the Vulcan Works of Stettin, to be delivered in the spring of 1913, has now ordered a sister ship of this mammoth steamer from the wharf of Messrs Blohm and Voos, at Hamburg. The price of each of these steamers is estimated at £1,500,000, but the company will not be compelled to take up new capital, because the amount will be taken from available funds.

A home paper says:—The victory of Sunstar secured for Mrs. Morrell, the wife of one of the operators at Portsmouth station of the Eastern Telegraph Cable Co., the first prize in the sweepstakes organised by operators in that company. Mrs. Morrell will receive about £2,000 for a chance which cost five shillings. The "sweep" is annually subscribed to by those connected with cable stations and others in all parts of the world. Mrs. Morrell a few days previous to the race resisted a tempting offer for her chance.

In the City of London Court, on May 30, the owners of the sailing barge Arthur claimed against the Japanese steamer Tango Maru the sum of £200 for damage done to her in a collision which occurred in the river Thames at 1 a.m. on January 17. The owners of the Tango Maru, the Nippon Yusen Kaisha, stated that the collision was brought about by the Dundee steamer Perth going too near to the Tango Maru causing her to alter. For the Perth it was said it was ridiculous to suggest that it was possible for her to steer such a large vessel as the Tango Maru. They also raised a plea of compulsory pilotage. Judge Rantoul, K.C. (who was assisted by Rear Admiral Kinahan, R.N., and Captain Higginson) found for the plaintiffs against the Tango Maru only.

A HOME NECESSITY. THERE is one medicine that every family should be provided with and especially during the summer months, viz. Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is almost certain to cure all cases of colic, cholera, and diarrhoea, and is a safe and reliable remedy for all cases of these ailments. It is sold by all Chemists and Druggists.

NEWS OF THE DAY.

Today's quotation for Para rubber per Messrs Vernon and Bayly, is as follows:—

Someone entered No. 24, Bonham Road early on Monday morning, and stole jewellery to the value of \$35.

An ironmonger of No. 22, Des Voeux Road was fined \$50, by Mr. J. R. Wood, at the Magistrate's today for using false scales.

A foreman coolie, residing at No. 21, Nullah Lane, Wahchoi, reports to the police that about 4 p.m. on Monday, after coaling a Japanese steamer at Douglas Wharf, he mustered his men and found that one was missing.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 17th June amounted to 37,081.02 tons and the sales during the period, to \$9,514.18 tons.

Work on the Canadian Grand Trunk Pacific is seriously impeded by want of labour. The chief consulting engineer states that 4,000 men are at work on the mountain section where 15,000 should be employed. It is now doubtful whether the line can be completed before 1914.

Another armed robbery has been reported to the police. It appears that six men, three of whom were armed with choppers, entered No. 119, Kramer Street, Tai-kok-tau, where they got hold of a Chinese woman and two folk whom they bound, afterwards locking them in a room. Subsequently they ransacked the place and took away \$120 in money and clothing valued \$6.

The startling case of a North London girl who has contracted leprosy contains elements of tragic interest. Some time ago the girl, who was young and extremely pretty, went to a fancy dress ball. The costume—that of a Chinese lady—was pronounced perfect in every detail. Unfortunately, the wig she wore was only too real. It came from the East. Recently a strange mark appeared on the girl's forehead, and a specialist diagnosed the case as being one of leprosy. Arrangements were immediately made for the removal of the girl to a leper colony.

Regarding the establishment of the "Svenska Ostasiatiska Kompaniet," with a Government subsidy, to run a direct steamship service from Sweden to the Far East, H.M. Legation at Stockholm now report that a subsidy of £50,000 has been voted to the company for the five years ending 1917, to meet the expense of the canal dues. It is stated that the company covers its expenses, but does not yet pay any dividend. The exports from Sweden to the Far East have greatly increased, however, in recent years. In the three years 1908-10 the company's vessels carried 70,000 tons of merchandise to the Far East, chiefly consisting of paper and wood pulp. Contracts already entered into this year for the shipments of these materials amount to 60,000 tons. The company is adding two steamers to its fleet.

SOCIAL AND PERSONAL.

Captain G. B. MacKenzie, R.G.A., rejoined from leave of absence on the 29th June, 1911.

Among the presentations made at their Majesty's Court at Buckingham Palace on 25th May was that of Mrs. Henry Kewick, by Mrs. Harcourt.

The Very Rev. Father J. Costa Nunes, Vicar-General of Macao, is to leave by the French Mail, to-day, for Timor, via Singapore. The reverend gentleman will return in about three months' time.

Leave of absence, on private affairs, to the neighbouring colonies, has been granted to Captain E. H. Riggs and Captain C. A. Chaytor, 1st Bn. The King's Own (Yorkshire Light Infantry), from 18th July to 22nd August, 1911.

The wedding took place at Christ Church, Yokohama, on Saturday, the 17th June, of Mr. J. E. B. de Courcy, of the Hongkong and Shanghai Bank, and Miss Phyllis Winifred Dunsdale, daughter of Mr. and Mrs. C. K. Dunsdale.

In commemoration of Prince Luitpold, Regent of Bavaria, having reached his 90th birthday, his Majesty the Emperor of Japan has presented him with the Grand Cordon of the Imperial Chrysanthemum, through Baron Chinda, Japanese Ambassador in Berlin.

The death is announced of Mrs. Carrie Nation (the Saloon Smasher) at Leavenworth City, Kansas, on June 30. The lady's death was announced two months ago, but the report was not substantiated and it was afterwards stated that she had merely fallen into a condition of coma.

A meeting of the creditors of Mr. Bart Kennedy, author, was held recently. The debtor stated that he was liable for about £200 which he had borrowed for his paper the *View*, and for £400 for money lent and goods supplied for household and personal use. He proposed to pay 7s. 6d. in the pound.

BEST OBTAINABLE.

YOUR physician's advice commands a *Club Whisky* remedy. *Club Whisky* is the only Scotch Whisky that is pure and unadulterated, and its use will far exceed the use of a bottle of the famous medicinal. Get it to-day and be prepared. It never fails to bring relief. For sale by all Chemists and Druggists.

ENGLISH CRICKETERS FOR AUSTRALIA.

(Continued.)

SELECTING THE TEAM.

(Reuter's Service to the China Mail.)

LONDON, July 4.

The Marylebone Cricket Club has decided to ask Mr. C. B. Fry to captain the English cricket team going to Australia and also to invite the following players to represent the old Country:—Warner, Spooner, F. R. Foster, Strudwick, Barnes, Hobbs and Rhodes. The others are not yet selected.

THE MOROCCAN AFFAIR.

VIEW OF BRITISH PRESS.

(Reuter's Service to the China Mail.)

LONDON, June 3.

The *Koelnische Zeitung* states that no landing of troops in Morocco is at present intended; it will only be done should the protection of German lives and property require it.

There is considerable speculation about the step in both the French and Spanish papers.

The Spanish papers, referring to Great Britain's attitude, especially in view of the Anglo-French entente, and British commercial preponderance, believe that Britain's attitude will be a decisive factor in the situation.

The German papers contend that the so-called British imports into South Morocco are mainly German—shipped via England.

DIVERSE VIEWS.

LATES.

The *Daily Chronicle* states that when the partition of Morocco occurs Great Britain will have something to say, as she cannot allow Tangiers to fall into the hands of another great Power, but Sir Edward Grey will exert his influence in favour of a just and pacific settlement.

The *Times* is not inclined to take seriously "what is possibly a little rattling of sabres to meet the exigencies of domestic politics."

The comments of the English papers give no clue to the probable attitude of Great Britain. While generally sympathetic to France, some hold that the latter Power brought trouble upon herself, but most consider that Germany is attracted less by commercial considerations than by a desire to secure a port on the Atlantic. They are divided in their views as to the probability of the action leading to partition, more or less disguised.

The German papers are relieved that the Government has at length abandoned its policy of observation and toleration. They declare that it is impossible to ignore the cry of German merchants for protection; though the nature of the danger threatening them is not explained beyond vague references to the possibility of the disorder in Northern Morocco eventually spreading south.

LATEST DEVELOPMENTS.

LONDON, July 4.

France is now dismissing the Agadir incident with Britain and Russia.

It is announced from Berlin that Germany's attitude will be one of tranquil expectation, in the hope that the incident will lead to an exchange of views between the Powers interested, and thus clear the situation. Germany will not withdraw until she is satisfied that normal conditions are restored unless an agreement is concluded with the other Powers.

SPANISH PRESS DELIGHTED.

LONDON, July 4.

The Spanish papers are delighted at Germany's action, which they say is similarly to Spain's due to French "unification" of Morocco.

German papers are emphatic in declaring that no force has yet been landed.

SIR ELTON GORET III.

RAPIDLY SINKING.

(Reuter's Service to the China Mail.)

LONDON, July 4.

Sir Elton Goret is rapidly sinking.

SIR F. YOUNGHUBRAND.

HIS CONDITION CRITICAL.

(Reuter's Service to the China Mail.)

LONDON, July 4.

As the result of injuries sustained in a motor accident in Belgium, the condition of Sir Francis Younghubrand is serious. He has developed pneumonia.

DECLARATION OF LONDON.

MR BALFOUR'S SOUND ADVICE.

(Reuter's Service to the China Mail.)

LONDON, July 4.

It is the House of Commons, during the debate on the Naval Prize Bill, Mr. Balfour said the Declaration of London precluded the Government from ever protesting against illegal treatment by neutrals, every thing being left to the belated decision of an imperfect tribunal. The Declaration thus destroyed the existing remedy, which, being immediate and powerful, often proved effective.

The changes introduced by the Declaration, continued the leader of the Opposition, all favoured a military as against a naval Power, and a Continental as against an island Power. He appealed for a closer examination of the Declaration by experts before Britain committed herself to ratification which would never be devised.

THE VETO BILL.

OPPOSITION FEELS VOTE WITH GOVERNMENT.

(Reuter's Service to the China Mail.)

LONDON, July 4.

The House of Lords yesterday discussed minor amendments to the Parliament Bill.

A noteworthy circumstance was that Lord Lansdowne and the official Opposition voted with the Government and defeated an amendment proposed by Lord Willoughby de Broke, a "backwoodsman" which Lord Lansdowne said struck at the root of the Bill; as the Lords had passed it for second reading.

CHINA'S MERCANTILE MARINE.

FOREIGN LOAN COMTEMPLATED.

(Wah Tat Yat Po's Service.)

Peking, July 3.

The Board of Communications intends to borrow a further foreign loan of \$25,000,000.

It will be devoted to the building of ten steamers for the China coast and American and European trade.

CANDID ORTIO DISMISSED.

THE NEW CABINET FORMED.

(Wah Tat Yat Po's Service.)

Peking, July 3.

Censor An Cha Lin, a native of Canton, has censured Prince Ching, Duke Chah, H. E. Sing Hsun Wei and a number of members of the new Cabinet. He has stated that the establishment of the Cabinet has resulted in no good to the people or to the Imperial Government. On the contrary, it has been hostile to the people by introducing the railway nationalisation scheme and thus made the Government to be the enemy of the people.

The censor is now dismissed from office and is on his way back to Canton.

The
Secret
Is
Out.

The secret of the popularity of *Club Whisky* lies in its unvarying consistency of quality.

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| Country | 1950 | 1960 | 1970 | 1980 |
|----------------|------|------|------|------|
| Algeria | ~10 | ~10 | ~10 | ~10 |
| Argentina | ~10 | ~10 | ~10 | ~10 |
| Australia | ~10 | ~10 | ~10 | ~10 |
| Austria | ~10 | ~10 | ~10 | ~10 |
| Belgium | ~10 | ~10 | ~10 | ~10 |
| Brazil | ~10 | ~10 | ~10 | ~10 |
| Canada | ~10 | ~10 | ~10 | ~10 |
| Chad | ~10 | ~10 | ~10 | ~10 |
| China | ~10 | ~10 | ~10 | ~10 |
| Colombia | ~10 | ~10 | ~10 | ~10 |
| Czechoslovakia | ~10 | ~10 | ~10 | ~10 |
| Denmark | ~10 | ~10 | ~10 | ~10 |
| France | ~10 | ~10 | ~10 | ~10 |
| Germany | ~10 | ~10 | ~10 | ~10 |
| Ghana | ~10 | ~10 | ~10 | ~10 |
| Greece | ~10 | ~10 | ~10 | ~10 |
| India | ~10 | ~10 | ~10 | ~10 |
| Indonesia | ~10 | ~10 | ~10 | ~10 |
| Italy | ~10 | ~10 | ~10 | ~10 |
| Japan | ~10 | ~10 | ~10 | ~10 |
| Kenya | ~10 | ~10 | ~10 | ~10 |
| Madagascar | ~10 | ~10 | ~10 | ~10 |
| Mali | ~10 | ~10 | ~10 | ~10 |
| Mexico | ~10 | ~10 | ~10 | ~10 |
| Nigeria | ~10 | ~10 | ~10 | ~10 |
| Poland | ~10 | ~10 | ~10 | ~10 |
| Romania | ~10 | ~10 | ~10 | ~10 |
| Saudi Arabia | ~10 | ~10 | ~10 | ~10 |
| Senegal | ~10 | ~10 | ~10 | ~10 |
| South Africa | ~10 | ~10 | ~10 | ~10 |
| Spain | ~10 | ~10 | ~10 | ~10 |
| Sweden | ~10 | ~10 | ~10 | ~10 |
| Switzerland | ~10 | ~10 | ~10 | ~10 |
| Tanzania | ~10 | ~10 | ~10 | ~10 |
| Togo | ~10 | ~10 | ~10 | ~10 |
| Tunisia | ~10 | ~10 | ~10 | ~10 |
| Uganda | ~10 | ~10 | ~10 | ~10 |
| United Kingdom | ~10 | ~10 | ~10 | ~10 |
| United States | ~10 | ~10 | ~10 | ~10 |
| Yugoslavia | ~10 | ~10 | ~10 | ~10 |

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

| FOR | STEAMERS | To SAIL | REMARKS |
|--|-----------------------------|-----------------|----------------------------|
| SHANGHAI | ASSAYE | 3 p.m. | Freight and Passage. |
| LONDON, via Suez | DELTA | 8th July | See Special Advertisement. |
| SHANGHAI, MOJI, KOBE | NORE | 12th July | Freight and Passage. |
| YOKOHAMA | Cap. G. PHILLIPS | 12th July | Freight and Passage. |
| LONDON & ANTWERP | NUBIA | About 13th July | Freight and Passage. |
| YOKOHAMA, PANG, CHIO, PORT SAID & Marseilles | Cap. F. J. FOX | 13th July | Freight and Passage. |
| SHANGHAI, MOJI, KOBE | SOCOTRA | About 27th July | Freight only. |
| YOKOHAMA | Cap. F. E. ANDERSON, R.N.M. | 27th July | Freight only. |

P. & O. S. N. Co.'s Office. E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

| From Hongkong | From Quebec |
|--------------------|--------------------|
| EMPEROR OF JAPAN | ALLAN LINE |
| EMPEROR OF CHINA | EMPEROR OF BRITAIN |
| EMPEROR OF INDIA | ALLAN LINE |
| EMPEROR OF AUSTRIA | EMPEROR OF IRELAND |
| EMPEROR OF JAPAN | ALLAN LINE |
| EMPEROR OF CHINA | EMPEROR OF BRITAIN |
| EMPEROR OF INDIA | ALLAN LINE |
| EMPEROR OF AUSTRIA | EMPEROR OF IRELAND |

For further information, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

Through Bills of Lading issued to Pacific Coast Ports and all Western, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMERS | CAPTAIN | LEAVING |
|----------|---------------------|--------------------------------|
| HAITAN | Cap. J. S. Rouch | FRIDAY, 7th July, at 11 a.m. |
| HAICHING | Cap. W. C. Passmore | TUESDAY, 11th July, at 11 a.m. |

FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

During the months of JULY and AUGUST, RETURN TICKETS available on these months will be issued at a reduction of 20% on the usual rate to Foochow.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

SWEDISH EAST ASIATIC CO., LIMITED.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

| DESTINATION | STEAMERS | DATE OF SAILING |
|---------------------------|----------|-------------------|
| SHANGHAI, YOKOHAMA, YEDDO | YEDDO | About 3rd August. |

For Freight and further Particulars, apply to

Olof Wijk & Co., CHINA AGENCIES, AKTIEBOLAG.

TELEPHONE No. 211.

Shipping

U. S. MAIL LINE.

PACIFIC MAIL S. S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line using the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS | Tons | DATE | TIME |
|-----------|--------|---------------------|-----------|
| MONGOLIA | 27,000 | FRIDAY, 14th July | at Noon. |
| KOREA | 18,000 | FRIDAY, 11th Aug. | at 1 p.m. |
| MANCHURIA | 27,000 | SATURDAY, 28th Aug. | at 1 p.m. |
| MONGOLIA | 27,000 | SATURDAY, 8th Sept. | at 1 p.m. |
| KOREA | 18,000 | SATURDAY, 28th Oct. | at 1 p.m. |
| MANCHURIA | 27,000 | FRIDAY, 10th Nov. | at 1 p.m. |
| MONGOLIA | 27,000 | SATURDAY, 25th Nov. | at 1 p.m. |

All Steamers are equipped with Wireless Telegraphy.

The s.s. MONGOLIA will be despatched for San Francisco, via Amoy, Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on FRIDAY, the 14th July, at Noon.

Fares: Hongkong to London £71, 10. 0. Return six months £140 2s 6d. 24 months £295; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Ports: Commissioners of the United States Army, Navy, U.S. Fish & M.H. Service, U.S. Consul Generals, Consuls and Vice Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

Persia 9,000 Tons, FRIDAY, 4th Aug., at 1 p.m.

China 10,200 " FRIDAY, 1st Sept., at 1 p.m.

The s.s. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, August 4th, at 1 p.m.

On the Fine Mail Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London, via Canadian Atlantic Ports £43.

Hongkong to San Francisco, via New York £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information, apply to the Agency of the steamer, E. J. HALTON, Agents.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANSPACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipments, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

| For | Steamers | Tons (gross reg) | Leaves |
|---|--------------|------------------|--|
| VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama | CHICAGO MARU | 6182 | 1911 Wednesday, 12th July, at 11 a.m. |
| VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu & Yokohama | CANADA MARU | 6063 | Tuesday, 25th July, at 11 a.m. |

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

| For | Steamers | Leaves |
|------------------------------|--------------|----------------------------------|
| FOOCHOW, via SWATOW AND AMOY | CHOSHUN MARU | THURSDAY, 6th July, at 10 a.m. |
| TAMSHUI via SWATOW AND AMOY | DAIJIN MARU | SUNDAY, 9th July, at 10 a.m. |
| ANPING, via SWATOW AND AMOY | SOSHU MARU | WEDNESDAY, 12th July, at 10 a.m. |

Fast speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | Tons | TO SAIL |
|--|---------------------------|----------|--------------------------------|
| NAPLES, GENOA, ALGIERES, YORCK, GIBRALTAR, SOUTHAMPTON, TON, ANTWERP & HAMBURG | Cap. J. Randermann | (17,000) | WEDNESDAY, 12th July, at Noon. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | LUTZOW, Cap. J. Bortfeldt | (17,300) | About WEDNESDAY, 12th July. |
| MA'LA, YAP, ANGEAC, PRINZ EIGISMUND, A'WOUNEA, BRISBANE, SYDNEY & MELBOURNE | Cap. F. Bruning | (8,000) | SATURDAY, 15th July, at 4 p.m. |
| KUDAT AND SANDAKAN | DORNEO, Cap. F. Sembill | (5,050) | Middle of July. |

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telex.

For further Particulars apply to

Norddeutscher Lloyd, MELBOURNE & CO., General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | To SAIL |
|--------------------------------|-----------|------------------------------|
| SHANGHAI | HANGSANG | WEDNESDAY, July 5, at Noon. |
| TIENSIN via TSINGTAU | CHIPSHING | SATURDAY, July 8, at Noon. |
| MANILA | YUENANG | SATURDAY, July 8, at 2 p.m. |
| SINGAPORE, PENANG AND CALCUTTA | MAUSANG | FRIDAY, July 14, at Noon. |
| SHANGHAI, KOBE AND MOI | KUTSANG | FRIDAY, July 14, at Noon. |
| SINGAPORE, PENANG AND CALCUTTA | NAMSANG | SATURDAY, July 15, at Noon. |
| MANILA | LOONGSANG | SATURDAY, July 15, at 2 p.m. |

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers Kutsang, Namsang and Fooking leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Stewards have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaofo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kuchai, Lahad Datu, Simporna, Tawau, Cukai, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHEWS & Co., Ltd. Telephone No. 215. General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | To SAIL |
|-----------------------|----------|--------------------|
| MANILA, CEBU & ILOILO | THAN | July 3, at 4 p.m. |
| SHANGHAI | ANSHU | July 6, at 4 p.m. |
| TIENSIN | HUCHOW | July 8, at 4 p.m. |
| SHANGHAI | CHUKAN | July 8, Midnight. |
| MANILA, CEBU & ILOILO | KAFONG | July 11, at 4 p.m. |

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Teun' & 'Taming'. Saloon accommodation and ships; Electric Fans fitted—extra state-rooms on deck. aft. Saloon accommodation of s.s. 'Railong' is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anshu, Chennan, Linan, Chinnan)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Mury Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS. Telephone No. 38.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | SAILING DATES |
|---|--|-------------------------------------|
| MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID | HITACHI MARU, Capt. T. Yamawaki, Tons 7000 | (SUNDAY, 9th July, at Daylight. |
| | MIYASAKI MARU, Capt. T. Mura, Tons 9000 | (WEDNESDAY, 10th July, at Daylight. |
| VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA | TAMBA MARU, Capt. K. Noda, Tons 7000 | (TUESDAY, 18th July, at 4 p.m. |
| | AWA MARU, Capt. Iizawa, Tons 7000 | (TUESDAY, 15th Aug., at 4 p.m. |
| VICTORIA, B.C. AND SEATTLE | KAMAKURA MARU, Capt. B. Kon, Tons 7000 | (SATURDAY, 16th July, from KOBE. |
| SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE | NIKKO MARU, Capt. M. Yagi, Tons 8000 | (FRIDAY, 7th July, at Noon. |
| | KUMANO MARU, Capt. M. Winkler, Tons 8000 | (FRIDAY, 4th Aug., at Noon. |
| BOMBAY, via SINGAPORE AND COLOMBO | BOMBAY MARU, Capt. J. Tomioka, Tons 6000 | (TUESDAY, 11th July. |
| SHANGHAI & KOBE | COLOMBO MARU, Capt. Salter, Tons 5000 | (TUESDAY, 5th August. |
| KOBE & YOKOHAMA | KUMANO MARU, Capt. M. Winkler, Tons 8000 | (TUESDAY, 4th July, at Noon. |
| | IYO MARU, Capt. R. Takeda, Tons 7000 | (WEDNESDAY, 5th July, at 5 p.m. |

† Fitted with new system of wireless telegraphy.

† Cargo only. * Carries Deck Passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

| Yokohama Return. | Kobe Return. | Moji Return. | Nagasaki Return. |
|------------------|--------------|--------------|------------------|
| 1st class \$120 | \$110 | \$100 | \$90 |
| 2nd class \$ 80 | \$ 70 | \$ 60 | \$50 |

With Option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to

T. KUSUMOTO, Manager.

Regal Boots

Shoes

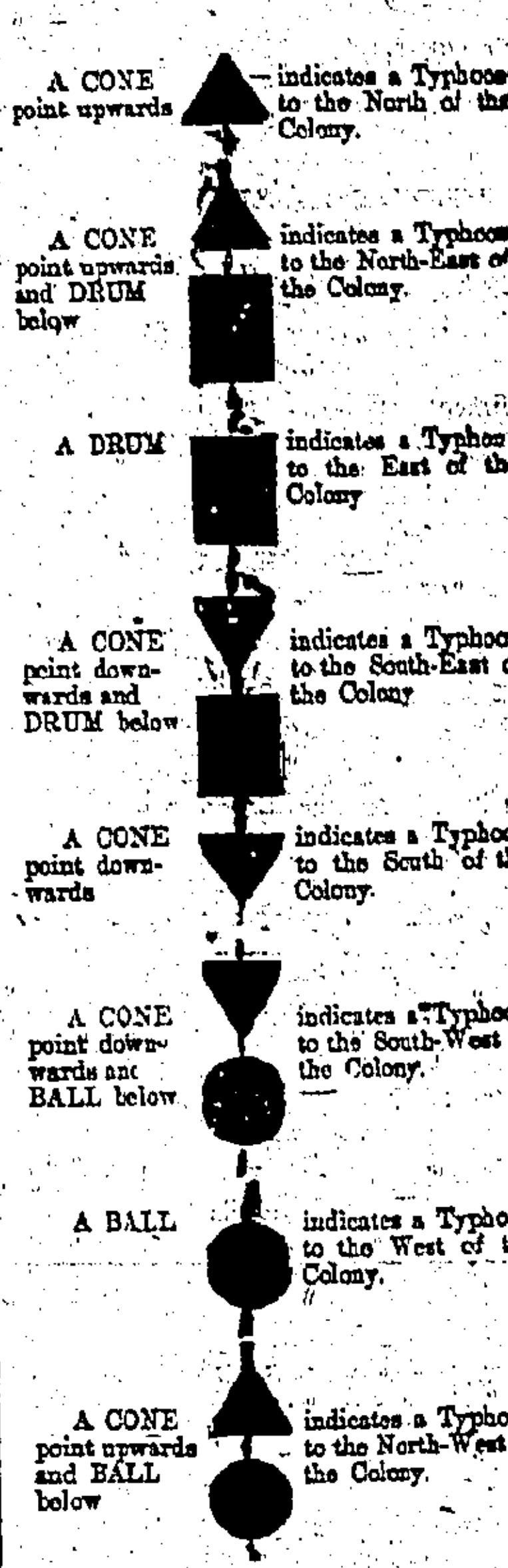
FOR SALE AT REASONABLE PRICES.

THE SAVOY, 8, D'Aguiar Street (opposite Court House).

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godown, H.M.S. Amara, and Green Island signal mast.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

FLOOD SIGNALS.

The following Flood Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Flood Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock, Aberdeen, Wai Tan, San Eli Wan, Stanley, Sai Kung, Cape Collinson, Sha Tin, Tai P.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light house.

F. C. Funn, Director.

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Steamers | Tons | Leave Hongkong | Connection Steamers from Colombo to | Due Marseilles (Brindisi 1 day later) | Due London (1 day later) |
|----------|------|----------------|-------------------------------------|---------------------------------------|--------------------------|
| DELTA | 8000 | July 8 | Marmora | Aug. 6 | Aug. 12 |
| ASSAYE | 7500 | July 22 | India | Aug. 20 | Aug. 26 |
| DELTA | 8000 | Aug. 5 | Moldavia | Sept. 3 | Sept. 9 |
| DEVANHA | 8000 | Aug. 19 | Mores | Sept. 17 | Sept. 23 |
| ARCADIA | 7000 | Sept. 2 | Mongolia | Sept. 30 | Oct. 6 |
| DELTA | 8000 | Sept. 16 | Moltan | Oct. 14 | Oct. 20 |
| ASSAYE | 7500 | Sept. 30 | Malwa | Oct. 28 | Nov. 3 |
| DELTA | 8000 | Oct. 14 | China | Nov. 11 | Nov. 17 |
| DEVANHA | 8000 | Oct. 28 | Macedonia | Nov. 25 | Dec. 1 |

Passengers change steamers at Colombo, and three for Bombay transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax).

| | | |
|------------|---------------|----------------|
| 1st Saloon | £71.10 Single | £106.14 Return |
| 2nd " | £48.8 " | £72.12 " |

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | TONNAGE | Leave HONGKONG | Due LONDON |
|----------|---------|----------------|--------------|
| NUBIA | 5000 | July 12 | August 27 |
| SYRIA | 5000 | July 26 | September 10 |
| SYRIA | 5000 | August 9 | September 24 |
| NORSE | 6700 | August 23 | October 8 |
| SARDINIA | 6500 | September 6 | November 5 |

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

| | | |
|------------|---------------|---------------|
| 1st Saloon | £55.00 Single | £82.10 Return |
| 2nd " | £38.10 " | £57.4 " |

For further particulars Apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FOR STEAMERS CAPTAIN TO SAIL

TRANSHIPING on the Co's Steamers at Singapore for BATAVIA, at Colombo for
CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CON-
STANTINOPLE and BLACK SEA.Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours
railway from Marseilles to London. Interpreters meet passengers on their arrival in
Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES

via STRAITS AND COLOMBO,

TO HAVRE, BREMEN, AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

Outward

Homeward

| | |
|-------------------------------|---------------------------------|
| For Shanghai, Kobe & Yokohama | For Havre, Bremen & Hamburg |
| S.S. SILESIA.....16th July | S.S. SLAVONIA.....8th July |
| S.S. AMBRIA.....28th July | S.S. BRASILLA.....10th July |
| S.S. ALESIA.....9th Aug | For Marseilles, Havre & Hamburg |
| S.S. FREIENFELS.....25th Aug | S.S. SILVIA.....21st July |
| S.S. SACHSEN.....8th Sept | For Havre, Bremen & Hamburg |
| S.S. BAYERN.....20th Sept | S.S. SPEZIA.....3rd Aug |
| | For Rotterdam & Hamburg |
| | S.S. BRISGAVIA.....7th Aug |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAM-
SHIP Co.

| Steamship | Tons | Captain | For | Sailing Date |
|-----------|------|-------------|-----------------------|------------------------------|
| EUBI | 4000 | S. Crosby | Manila, Cebu & Iloilo | Monday, July 10, at 4 p.m. |
| SAFRO | 4000 | M. O. Smith | Manila, Cebu & Iloilo | Thursday, July 20, at 4 p.m. |

For freight or passage apply to

Shewan, Tomes & Co., General Managers.

Shipping

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., SEATTLE & PORTLAND (OF),
via SHANGHAI AND JAPAN PORTS.

| STEAMER | Tons | Captain | ON OR ABOUT |
|---------|------|---------------|-------------|
| ORTERIO | | J. A. FINDLEY | 27th July |
| KUMERIC | | G. McGILL | 28th August |

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the BANK LINE, LTD., carry cargo on through Bills of
Lading to all Overland Common Points in the United States of America and
Canada, and also for the chief ports in Mexico, Central and South
America. Will call at AMOY and KEELOUNG if sufficient inducement offers.
The Steamers of the Line are of the most modern type, have excellent
accommodation for steerage passengers and a limited accommodation for
Cabin passengers; they are fitted throughout with Electric Light, the
"Lucerne" and "Orterio" also having Wireless Telegraphy. Special
Arrangements have been made for Express Parcels to American and Canadian
Points.
For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

KING'S BUILDING, PRAYA CENTRAL.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD
THE QUICKEST FREIGHT TRANSPORT FROM THE
ORIENT TO SOUTH AFRICA.CARGO carried on through Bills of Lading from Hongkong to BEIRA,
DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH
and CAPE TOWN with transshipment at COLOMBO.

PROPOSED SAILINGS.

From HONGKONG. From COLOMBO.
22nd July Steamer.....12th August.

For Rates and further information, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, April 1, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Walsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR & CO.,

(THE BANK LINE AGENCY)

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in
the United States and Canada and with Trans-Atlantic Lines for Europe.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| Steamer | Tons | Captain | Date of Sailing |
|--------------|--------|---------------|------------------------|
| AMERICA MARU | 11,000 | A. G. STEVENS | Friday, July 21, Noon |
| TENYO MARU | 11,000 | E. BERT | Friday, July 23, Noon |
| NIPPON MARU | 11,000 | H. S. SMITH | Friday, Aug. 18, Noon |
| CHIYO MARU | 11,000 | W. W. GAZETTE | Friday, Sept. 15, Noon |

* Twin screws, turbine engines. * Twin screws.
All steamers are equipped with the Japanese Government Wireless Telegraph and
Post Office.
The Twin Screw Steamer AMERICA MARU will be despatched for SAN FRAN-
CISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU
on FRIDAY, the 21st July, at Noon.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| Steamer | Tons | Captain | Date of Sailing |
|---------------|--------|-------------|--------------------------|
| KIYO MARU | 17,200 | H. NISHI | Tuesday, Aug. 15, Noon |
| BUYO MARU | 10,000 | K. HAMAMOTO | Saturday, Oct. 14, Noon |
| HONGKONG MARU | 11,000 | H. HIRAKAWA | Wednesday, Dec. 13, Noon |

The Steamer "KIYO MARU" will be despatched for VALPARAISO and
CORONEL, via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO,
SALINA CRUZ, CALLAO & IQUIQUE, on TUESDAY, the 15th August, at Noon.FARES FROM HONGKONG: £ 45-0-0, Single.
NEW YORK £ 63-0-0, " "
LONDON £ 71-10-0, " "
SALINA CRUZ OR MANZANILLO £ 125-0-0, Return 3 months.
VALPARAISO Yen. 570.00, " "SPECIAL RATES (first-class only) are granted to the undermentioned and their
families when travelling at their own expense.To European Points—Officials of any European Naval, Military, Diplomatic,
Consular or Civil Services located in Asia, European Officials in the Services of the
Governments of China and Japan.To Canadian and United States Points—Commissioned Officers of the United
States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Points—Missionaries and their families.

(These concessions apply to San Francisco line only).

These magnificent steamers are most up-to-date and luxurious in every way.
Excellent Cuisine and Accommodation.The "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines
and Triple Screw. Records speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For further particulars as to Passage and Freight apply to

K. MATSUDA, Local Manager,

KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

S. HANDA.

JAPANESE MASSAGIST

2nd FLOOR.

No. 60, QUEEN'S ROAD CENTRAL,

HONGKONG.

For further particulars apply to

Shewan, Tomes & Co.,

Hongkong, April 23, 1911.

PREACHING THE GOSPEL

JAPAN AND TIBET.

By Prof. E. H. PARKER

On Sale at the China Mail Office

6, WYNDHAM STREET

Hongkong, June 29, 1911.

Price 10 cents

Shipping

THE EASTERN &
AUSTRALIAN

MAIL

SERVICE

TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| EASTERN | July 3 | July 8th, at Noon |
| ST. ALBANS | July 28 | July 22nd, at Noon |

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, November 2, 1908.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'

28,000 TONS.

CAPTAIN T. W. GARLICK.

NAGASAKI, KOBE, and

YOKOHAMA

SAILS FROM HONGKONG ON SATURDAY, AUG. 5TH, AT NOON.

FOR SEATTLE.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways
for all points in the United States and Canada; also with Atlantic Steamship
Lines for all points in Great Britain and on the Continent. Dis-
count for Straits Settlements, Java, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites, Staterooms (all
outside rooms), Music room, Library, Smoking room, Nursery, Lobbies, etc.
Trans-Pacific Cabin passengers may travel by rail if desired between ports of
Yokohama, Kobe and Nagasaki, without extra charge.
For convenience of coastwise cabin passengers return tickets are interchangeable, like
with regular mail lines between Japan, China and Hongkong.
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, July 1, 1911.

HONGKONG-NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK, via PORTS (AND
SUEZ CANAL).(WITH FREQUENT CALLS AT THE
MALABAR COAST).

S.S. INVERCLYDE.....on or about 27th July, 1911.

For freight and further information apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, July 3, 1911.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.Head Office for the Far East: 16, DES VERRS ROAD CENTRAL, HONGKONG.
SHANGHAI, 2-3, POOCHOW ROAD. YOKOHAMA, 32, WATER STREET.TICKETS applied to EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

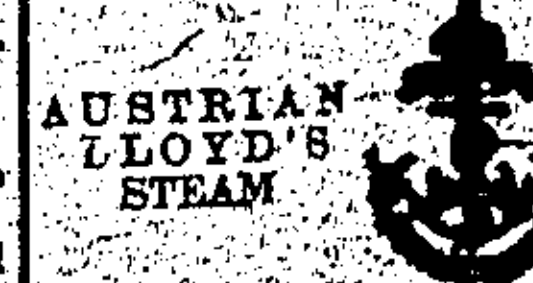
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office: LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1906.

AUSTRIAN LLOYD'S STEAM-
SHIP CO., LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship DENISEHIRE
Captain CLAUDE will be despatched
at above on or about 11th July.For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, June 17, 1911.Taking Cargo at through rates to the
PAKISTAN, SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEVANT,
INDIA and AUSTRALIA PORTS.THE Co's Steamship DENISEHIRE
Captain CLAUDE will be despatched at
above on WEDNESDAY, the 26th July.This Steamer has capital accommodation
for passengers, electric light, and a partner
Doctor and a Stewardess.
For information as to Passage and
Freight, apply to
SANDER, WHEELER & CO.,
Agents.
Princes Buildings.
Hongkong, June 29, 1911.THE Co's Steamship DENISEHIRE
Captain CLAUDE will be despatched at
above on WEDNESDAY, the 26th July.This Steamer has capital accommodation
for passengers, electric light, and a partner
Doctor and a Stewardess.
For information as to Passage and
Freight, apply to
SANDER, WHEELER & CO.,
Agents.
Princes Buildings.
Hongkong, June 29, 1911.

Shipping

SOCIETA' NAZIONALE DI SERVIZI
MARITIMI.

STEAM FOR BOMBAY.

via SINGAPORE AND PENANG.

Having connection with Company's 2000

tonnage to Port Said, Marseilles,

Genoa, Trieste, and other ports.

Also, Adriatic, Levantine and Eastern

American Ports up to Canada.

(Taking Cargo at through rates to Penang

and Malacca. Also, SINGAPORE,

PENANG, ALIBATA, ALIBATA and

MALACCA.)

THE Steamship CAPRI.

Captain FERRI will be despatched on

above on THURSDAY, the 15th July, at

Noon.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.
Hongkong, July 3, 1911.

NOTICES TO CONSIGNEES

'SEN' LINE OF STEAMERS

NOTICE TO CONSIGNEES.

STEAMSHIP BENOLUCH.

FROM ANTWERP, MIDDLESBRO,

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being

landed at their risk into the hazardous

and/or extra hazardous Godowns of

the Hongkong and Shanghai Steamship

Company, Ltd., and that the

Goods will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the 8th

inst. will be subject to rent.

All Claims against the steamer must be

presented to the Underwriter on or before

the 15th inst., or they will not be re-

cognized.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 8th inst., at

U.S.N.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.
Hongkong, July 3, 1911.

PORTLAND & ASIATIC STEAMSHIP

